

## ***APPENDIX A***

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### ***A Brief History of Marshfield's Development as a Community***

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Marshfield is a town of coastal lowlands and river valleys with marshlands in the northern part of town along the South River and in the southern village of Green Harbor. The land is characterized by gravelly to sandy soils. There is a fairly extensive network of waterways which includes the North, South, Green Harbor and Cut Rivers and a number of smaller creeks which empty into the rivers.

Settlement in Marshfield dates to 1632 when Edward Winslow was granted land at the north end of Plymouth Bay. Town boundaries were established in 1643. Land in the western portion of the original boundaries was ceded to Pembroke in 1712 when that town was incorporated. In 1640 the "Two Mile" area (North Marshfield) was set off to Scituate. In 1788 it was annexed back to Marshfield.

#### ***CONTACT PERIOD (1500-1620)***

Several areas of settlement have been documented from this period. During Samuel Champlain's 1605 voyage off the coast of southern New England, he noted Native American village sites at what is now Brant Rock. Eastern woodland Algonquins travelled here seasonally and erected summer shelters along the ocean front and rivers. There are also two possible wintering sites north of Marshfield Village. Indian artifacts have been found at Blackman's Point, the

southern tip of the town. These earliest inhabitants established a network of footpaths. The approximate locations of many of these paths are known. What is now referred to as the Pilgrim Trail is known to have been an old trail used by Native Americans.

Fishing was clearly a major activity during this period. Archaeological evidence of shellfish remains have been exposed along the shoreline and west of the Green Harbor River. The Massachusetts Bay and many interior waterways provided an abundant source of fish. Fertile agricultural lands were utilized to grow corn while the wooded uplands were likely to be hunted. Given the area's coastal accessibility, it is likely that European-Indian trade was also undertaken.

#### ***FIRST SETTLEMENT PERIOD (1620 - 1675)***

Previously established native trails were improved during this period to create a local road system with a principal route running between Plymouth and Pembroke (Plain-Webster Streets) by the mid-17th century. The principal land route from Marshfield to Plymouth during this period was the Green Harbor Path (today known as the Pilgrim Trail.) A continuous waterway was created between Marshfield and Plymouth in 1636 when the Green Harbor Canal (MHC#800) was dug. The focus of settlement shifted toward the end of the 17th century from the Green Harbor area to Marshfield Village. A bridge was built across the South River to connect roads to the North River (Main and Ferry Streets.) Ferries across the North River to Scituate were also established during this period at Main Street (1637), Ferry Street (1638) and Union Street (1644.)

Although no population figures are available from this early period, it appears that the number of residents increased steadily after the town was incorporated in 1640. Most of the early settlers were Separatists. There were also a number of Quakers who lived in the town during this period, particularly in North Marshfield. Most of the early settlers emigrated from Plymouth and Duxbury, with a fewer number from Scituate. There were also a small number of Welsh immigrants.

### *Settlement Pattern*

The town of Marshfield was settled as separate small villages rather than having one central focus of settlement and activity. Although the first permanent settlement took place around 1632, the town was not incorporated until 1640. Green Harbor was the first village settled. Edward Winslow, considered the town's founder, was granted land at the north end of Plymouth Bay in 1632. Another important early settler (1645) in the Green Harbor area was William Thomas whose 1500 acre estate was later owned by Daniel Webster. It was Thomas who gave the town the land for its first parsonage and "ministerial lands". The town's first meetinghouse was located in what is now the Winslow Cemetery off Webster Street.

Other early settlement locations were in Marshfield Neck and Rexhame. Two of the earliest surviving houses in town are in these areas: Bourne House (1308 Ocean Street - MHC#94) and Kennelm Winslow House (123 Winslow Street - MHC#220.) As settlement increased after 1640, homes were constructed off of Parsonage Street and in North Marshfield. Two of these early houses, John Dingley House (275 Parsonage Street - MHC #136) and Carver House (290 Parsonage Street - MHC#137), remain in a well-preserved state.

The Two Mile village in the northern part of town was set off to Scituate in 1640 and was not granted back to Marshfield until 1788. The Hatch family is most closely associated with the settlement and development of the Two Mile area. Walter Hatch, the earliest family member to settle there, built the house at 385 Union Street (Walter Hatch Homestead - MHC #203) as early as 1647. Further north, along the Union Street axis is North Marshfield. Like the Two Mile area, settlers of North Marshfield came mostly from Scituate and Norwell (formerly South Scituate.) One of the earliest houses recorded in North Marshfield is the John Rogers House (540 Highland Street - MHC#59) from ca. 1650. Rogers had a 100 acre farm in the area.

By the mid-17th century, the two islands (Spectacle Islands) that make up the Brant Rock and Ocean Bluff areas remained essentially unsettled. Much of the land on these islands was used as pasturage and meadowland by the Marshfield farmers.

Early on Marshfield Village became an important focus of settlement. The earliest settler of this area, Timothy Williamson, conveyed land for the town common (or Training Green as it is known), the town's third meeting house and an animal pound around 1665. As early as 1673, Williamson operated an inn which still remains at 2000 Ocean Street (Williamson/Bourne Store - MHC #99.) One of the earliest houses built in Marshfield Village is the Arthur Howland House (127 South River Street - MHC#173) which remains well preserved.

The White family, who have long been associated with the history of Center Marshfield, first settled that area. Peregrine White was the first of that family to build in Center

Marshfield and a portion of his original homestead (ca. 1650) may remain in the Peregrine White House (Peregrine White Drive - MHC #140.)

About 1650, the Little family settled in Sea View (called Littletown for many years.) The Thomas Little House (58 Summer Street - MHC #187) was one of the first built by this family.

Several families settled the village of Marshfield Hills, including the Tilden, Macomber, Trouant, Beare, and Eames families. Settlement began at the foot of Prospect Hill where scattered farmhouses were built in the mid 17th century.

#### *The Economy*

The economy of Marshfield during this period focused around farming, fishing, timbering and some shipbuilding. In the 1620's William Green started a small fishing station in the southern part of town (Green Harbor.) The salt marshes provided an abundant supply of salt hay for livestock fodder and bedding. The Massachusetts Bay and interior waterways were an excellent source of herring, shad, cod, and halibut for both local consumption and export to the Massachusetts Bay Colony and England. East of Snake Hill was a salt works and fish curing operation. The town's vast forests provided an abundant wood supply. Walter Hatch operated a saw mill in Two Mile Village in 1670. In 1656 the town's first grist mill was established in Marshfield Village at the current site of Veterans Memorial Park. Huge stands of white pine and white oak provided an excellent source for shipbuilding, particularly in the uplands around the North River. By 1650 John

Rogers had a shipbuilding operation in North Marshfield. Deposits of bog iron were found in the Furnace Brook valley and an iron works was operated there for a short time. None of these early structures survive.

#### *The Architecture of the Period*

A total of 12 resources dating from this period have been inventoried. In addition to the buildings already mentioned, the Phillips/Hall/Emery House (1000 Ferry Street - MHC #46) has been documented. There are a few other structures surviving from this period but they have been greatly altered.

#### *COLONIAL PERIOD (1675 - 1775)*

The 17th century street pattern remained in use through this period. The importance of the principal routes to the North River and to Pembroke from Marshfield Village was emphasized by the relocation of the town meetinghouse (no longer extant) in 1706 to the intersection of Moraine Street and Ocean Street in Marshfield Village. Ferries continued to provide access to Scituate at Main Street, Ferry Street and Union Street. It appears that by the late 17th century, the secondary road systems throughout the town were laid out.

Although there is no documentation of population prior to 1765, it appears that growth continued but at a slow pace. By 1765 the town had a population of 1,147. This increased to 1,157 by 1776.

The Second Congregational Church was organized in Marshfield Hills in 1738 (building no longer extant.) A Baptist Church was built

at Center Marshfield in 1745 (never used as Baptist Church by the Episcopalians who could afford to support the church.) This building was later moved to Marshfield Hills and remodelled in the late 19th century as the GAR Hall (157 Old Main Street - MHC #113.)

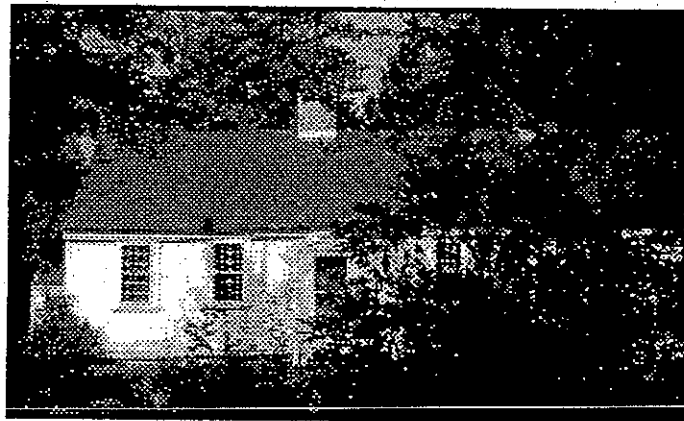
### *Settlement Pattern*

Marshfield Village continued to expand and emerged as the principal focus of settlement, particularly after the Congregational Church was built there (1706.)

Development also expanded in Marshfield Hills after construction of the Second Congregational Church there (1738.) One of the earliest surviving houses in Marshfield Hills, the Jordan/Ewell House (337 old Main Street - MHC #126) was built during this period. Another is the Jonathan Eames House (882 Summer Street - MHC #243.) An early school was constructed in Marshfield Hills in 1761 (no longer extant.)

The earliest permanent settlement in the Brant Rock area occurred during this period when John Branch built a year-round house there in the late 17th century. Settlement on the Spectacle Islands continued to be scattered and sporadic for many years. As late as 1785 much of the land on the islands remained pasturage for local farmers.

Settlement in the northern part of town (Two Mile and North Marshfield) was spurred by a growing shipbuilding industry. The Hatch family continued to settle the Two Mile area. There are many Hatch houses surviving from this period, including the Hatch/Church House (361 Union Street - MHC #202), Jonathan Hatch House (352 Union Street - MHC #201) and the Joseph Hatch House (687 Union Street - MHC #206.) Rexhame remained sparsely settled during this period. The John Kent House (21 Holmes Road - MHC #61) was the only house on the hill until 1875.



*Jonathan Eames House - 882 Summer Street*

### *The Economy*

Farming and fishing continued as the principal means of subsistence. In North Marshfield the Hatch family operated a number of mills on the Two Mile Brook in the 18th century. The brook was dammed, creating four ponds with as many as two mills on each pond at one time. Mills included gristmill, fulling and carding mills, sawmills, and shingle mills. Of these, only the Deacon Joel Hatch Sawmill (Union Street - MHC #200) and Jonathan Hatch Cider Mill (352 Union Street - MHC #201) survive. By 1706 the Baker family was operating a grist mill on Bakers Pond (later Chandler's Pond) in Marshfield Village. By 1771 they had two mills in operation (neither extant.) In 1705 the first shipyard at White's Ferry was established by Cornelius White. White's Ferry on the South River near the present Humarock Bridge, would become the town's principal shipbuilding location in the late 18th and 19th centuries.

### *Architecture of the Period*

Twenty-two buildings from this period have been inventoried.

**Residential:** Scattered houses remain from this period. The most common house type of the period is the one and one-half story center-chimney cape, like the Ames House (60 Cross Street MHC #33), Sampson Magoun House (152 Plain Street - MHC #142) and James Ford House (100 Old Mt. Skirgo Street - MHC #127.) There are three known examples of gambrel-roof cottages from this period, the Wade/Ford House (644 Careswell Street - MHC #29) - moved here from Plymouth, the Williamson House (1691 Ocean Street - MHC #96) and the Timothy Rogers House on Spring and Highland Streets. \*\*\*

There are also a number of two-story Colonial houses. Typically, these are five-bay, center-chimney houses with gabled roofs, like the Thomas/Harlow House (497 Parsonage Street - MHC #139), Trouant/Damon House (530 Summer Street - MHC #192), and Thomas/Sherman House (380 South River Street MHC #174.) One example of a garrison house has been identified, the Wright House (167 Ferry Street - MHC #43.) There is also one example of a center-chimney saltbox, the J. Tilden House (1309 Union Street - MHC #211.) One of the more impressive houses of this period is the Historic Winslow House (Webster & Careswell Streets - MHC #215.) Two hip roof Colonial houses have been found, the Nathaniel Phillips House (1299 South River Street - MHC #179) and the William Clift House (180 Spring Street - MHC #180.) The greatest concentration of houses from this period is in the Two Mile/North Marshfield area. Most houses from the period were built with five-bay double pile plans and gable roofs, although half and three-quarter capes can also be found. Architectural detailing is simple with no examples of high-style ornamentation.

**Institutional:** The only institutional building that survives from this period is part of the current GAR Hall (157 Old Main Street - MHC #113) which was moved from Center Marshfield in 1826.

**Industrial:** As mentioned above, the Deacon Joel Hatch Mill and Jonathan Hatch Cider Mill are the only industrial buildings remaining from the period.

## ***FEDERAL PERIOD (1775 - 1830)***

The 18th century road system continued in use and was expanded with the laying out of secondary streets. Crossing of the North River was improved with the construction of bridges at Union Street (1801) and Main Street (1824.) Hatch Tilden was tollkeeper of the Union Street Bridge for forty years and built the house at 1354 Union Street (Hatch Tilden House - MHC #212.) The Green Harbor River was cut through at Bluefish Point in 1806.

The population grew at a steady rate during the Federal period, rising to 1,565 by 1830. Some of this increase can be attributed to the annexation of the Two Mile area from Scituate in 1788.

A Baptist church was erected in the village of Standish in 1788. Just north of Marshfield Village, a Methodist Episcopal Church was erected in 1825. (Neither church is extant.) In 1826 the Episcopal congregation from Center Marshfield moved their church building to Marshfield Hills.

### ***Settlement Pattern***

During this period, small-scale cotton and woolen manufacturing development occurred in Marshfield Village at Chandler's Pond and at the War Memorial site (Veteran's Memorial Park), spurring residential development in these areas. Growth continued to be strong at the previously established village centers, particularly Marshfield Village and Marshfield Hills. At North Marshfield, a small commercial/institutional focus developed at the intersection of Union and Highland Streets. By 1838 there was a blacksmith shop, school, store and post office located here.

## ***The Economy***

This period marked the height of the shipbuilding industry on the North River. At one time or another there were as many as 25 shipyards along the river. The peak year was 1800 when 25 ships were built. On the South River, White's Ferry was the major focus of shipbuilding. The Keene family was building ships at White's Ferry as early as 1787. In 1825 three Hall brothers began a shipbuilding operation there; this became the largest shipbuilding concern in Marshfield. Related businesses for making spars, cordage, sails and rigging were also established.

By the 1820's an early manufacturing center had been established in Marshfield Village. The Marshfield Cotton & Woolen Company was incorporated in 1811 to manufacture cotton-sail cloth. The company constructed two wood-frame mills on the South River (at Bakers Pond and at the current location of Veteran's Memorial Park.) Most of the employees at these mills were women. A number of boarding houses were constructed by the company, two of which remain: 2154 & 2148 Ocean Street (not inventoried.) In the 1820's, Jessie Reed established a nail factory at Furnace Brook (Marshfield Village.) Reed is known for having invented a nail making machine that revolutionized the industry. He owned and occupied the houses at 42 Old Plain Street (Jesse Reed House - MHC #221) and 95 Main Street (Second Jesse Reed House - MHC #70.) He later (1837) joined Charles Walker in opening a tack factory on Beare's Brook.

Prior to 1830, there was a nail factory on Magoun Pond in Two Mile. In 1799 Amos Rogers was operating a gristmill on the Pilgrim Spring water system off Spring Street in

North Marshfield. As early as 1771 John Rogers, Jr. ran a tannery on Tannery Brook (Rogers Brook) in North Marshfield.

By 1793 Samuel and Joshua Tilden were operating a sawmill on the pond at the foot of Prospect Hill in Marshfield Hills.

Boot and shoe making became a fairly substantial business during this period as a cottage industry. In 1817 there were 114 Marshfield shoemakers listed in the state census. Farming remained a significant business throughout the town with 165 farms in 1817. Small milling interests continued to operate on the inland waterways.

### *Architecture of the Period*

Fifty-one buildings from this period have been inventoried.

**Residential:** The most popular house type continued to be the one and one-half story center-chimney cape. These were built throughout the town, most with a five-bay center entry plan. There are numerous examples remaining from this period. Typical of these are the Walker House (637 Moraine Street - MHC #77), the Sherman/Sampson House (746 Forest Street - MHC #47), and Elisha Rogers House (360 Highland Street - MHC #57.) These are simple vernacular houses with no high-style detailing. There are a few examples with a somewhat higher level of detailing, in the form of door surrounds with sidelights and double end wall or interior chimneys, like the Williams/Hatch House (78 Main Street - MHC # 69), 110 Elm Street (MHC #36), and Packard House (66 Old Plain Street - MHC #135.) There is one example of a gambrel roof cape, the Timothy Rogers House (563 Spring Street - MHC #182.) There

are only scattered examples of two-story Georgian houses. Characteristics of Georgian design include massive proportions, symmetrical fenestration, and large central chimneys, although some examples can be found with double chimneys. The typical Georgian house has a center-hall plan and is enclosed by a gable roof. Examples of these are the Calvin Damon House (570 Pleasant Street - MHC #155 - a transitional Georgian/Federal house) and Keene/Hatch House (27 Summer Street - MHC #186.) Toward the end of this period, a growing number of two-story Federal style houses were being constructed. The simplest of these are two-story houses with gable roofs and double interior chimneys, like the Packard/Sprague House (165 Plain Street - MHC #143) and Fod/Tilden House (543 Pleasant Street - MHC #150.) More common are the Federal houses with low hip roofs and center or double interior chimneys. Examples of these are the Sarah Rogers Ames House (58 Main Street - MHC #67), William Clift House (180 Spring Street - MHC #180) and Hatch Tilden House (1354 Union Street - MHC #212.) There are some examples with fine articulation such as fanlights and side lights but most have only side lights, such as the Simmons/Ventress House (140 Acorn Street - MHC #3) and Danforth Hall House (170 Prospect Street - MHC #170.) There are a number of fine two-story Federal houses remaining, particularly in North Marshfield and Marshfield Hills. There are a few examples of Federal style dwellings with brick end walls, including the Jedediah Little House (119 Summer Street - MHC #188) and Rogers/Sherman House (171 Old Main Street - MHC #115.)

**Institutional & Commercial:** No institutional structures from this period have been identified in the survey. During this period stores were opened in Marshfield Hills in the Danforth Hall House (170 Prospect Street - MHC #170) and Luther Rogers House (8 Highland Street - MHC #51.)

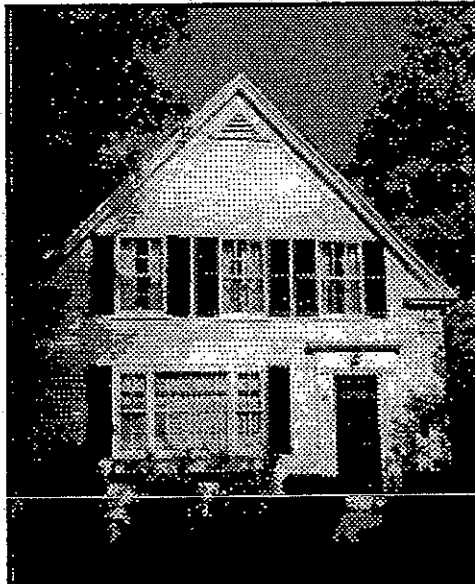


### ***EARLY INDUSTRIAL PERIOD (1830 - 1870)***

An improved road from Waterman's Causeway (Neck Road at Fieldston) through to Ocean Bluff was built in 1862 and was extended through Brant Rock village in 1867. This greater access helped advance development in these areas. Development here was further advanced by the construction of Dyke Road in 1872 (improved in 1879) from Green Harbor over the Green Harbor River. Prior to 1872 only a ferry (established 1866) connected the villages of Brant Rock and Green Harbor.

The population grew steadily from 1830 until 1860 but there was a sharp drop by 1870. By 1855 the foreign population of Marshfield remained small, with only 94 foreign-born residents, most of them Irish.

Following the split in the Second Congregational Church, the Second Trinitarian Congregational Society was established and they erected their church in 1837 (Old Main Street - MHC #106.) Their parsonage was constructed at 520 Pleasant Street around 1841 (MHC #147.) In 1833 the North Baptist Society was organized in Marshfield Hills. They built their church at 229 High Street (MHC #56.)



*Parsonage at 520 Pleasant Street*

## *Settlement*

Marshfield Village continued to grow as the municipal focus of town with the construction of a town house (1838) and almshouse (1833) on Main Street north of Furnace Street (neither building extant.) The town house was used as town hall from 1838 until 1895.

Although development at Brant Rock and Ocean Bluff remained scattered, the first summer hotels were constructed there during this period. The first of these was the Pioneer Cottage, built in 1861 on Ocean Street (no longer extant.) In 1848 a few small summer homes for lobster fisherman were built at Bluefish Cove. In 1845 a shelter was built at Brant Rock by the Massachusetts Humane Society to serve shipwrecked sailors. Much of the land in Brant Rock was owned by the Blackman family whose homestead remains at 3 Ocean Street (Blackman House - MHC #83.)

Green Harbor was still characterized by scattered farmhouses in the 1830s. The largest was owned by Daniel Webster (Daniel Webster Estate - Area Form G.) Webster lived in Marshfield from 1832 until 1852, during which time he had a tremendous impact on the town. Although most well known as a statesman, Webster loved his extensive Marshfield farm. Not only did he farm himself on a large scale, but he encouraged local farmers to produce high quality crops and livestock. He also provided the inspiration for the Marshfield Agricultural Fair.

Most of the houses that make up the core of Marshfield Hills date from this period. Little commercial development occurred there aside

from the Hall & Weatherbee Store (165 Prospect Street - MHC #169) and a few other smaller stores. This remains the only commercial building in the center of the village. The house at 142 Old Main Street (Henry Tilden House - MHC #109) contained a general store from 1857 until 1886 and a blacksmith shop.

## *Economy*

During this period the shipbuilding industry was declining in importance. Agricultural interests prospered as a result of improved transportation to Boston and other markets. In 1865 there were 268 active farms in Marshfield producing especially large quantities of dairy products. In 1862 the Marshfield Fairgrounds (Main Street - Area E) were established by the South Marshfield Farmers Club. Maritime prosperity based on fishing and coasting business continued to support many residents. By the mid-19th century, the textile mills and iron works were no longer operating. Small-scale manufacturing continued with box making and boot and shoe manufacturing (still primarily a cottage industry.) One of the larger establishments was the Gardner & Arnold shoe shop in Sea View (1865 - 1879.) In 1865 there were still nine sawmills operating in Marshfield, a number of which produced lumber for the town's three box making mills. In the early part of this period, Ambrose and Andrew T. Magoun operated a boxboard mill on Magoun Pond in Two Mile. Clothing manufacturing was a significant industry to Marshfield as late as 1865 when 223 women were employed making ready-made clothing. There were small scattered shops of local craftsmen throughout the town. During the 19th century, commercial activity in the Two Mile area centered around the intersection of Union and Pine

Streets. A school, store and blacksmith shop stood nearby. Small milling interests continued to operate at scattered locations. By 1838 a gristmill was being operated by the Little family in Sea View.

### *Architecture of the Period*

Fifty-two buildings from this period have been inventoried.

**Residential:** Much of the residential construction during this period was in Marshfield Hills and the Two Mile/North Marshfield area. In some sections, particularly coastal areas and along Marshfield Neck, the one and one-half story center-chimney Cape Cod cottages continued to be built as late as the 1840s. Typical of these are the Blackman House (3 ocean Street - MHC #83), Marcia Thomas House (1914 Ocean Street - MHC #97) and Horatio Nelson Tilden House (945 Union Street - MHC #210.) There are a few examples of capes decorated with Greek Revival style detailing, primarily in the form of door surrounds with side lights, pilasters and simple entablatures, such as the Rogers/Lapham House (534 Pleasant Street - MHC #148.) Most of the buildings from this period were designed in the Greek Revival style. Of these, the most common house type was the one and one-half story side-hall cottage with gabled front. There are numerous examples of this house type scattered throughout Marshfield. They exhibit only a limited use of high-style detailing, typically having wide cornerboards, deep box cornices and side lights. Typical of these are the Baker House (2076 Ocean Street - MHC #102), Ford/Hagar House (51 Old Main Street - MHC #107), and 142 Elm Street (MHC #38.) A popular version of this house type included a recessed porch adjacent to the entry, like the Lewis/Wright House (130 Pros-

pect Street - MHC #164), Damon House (416 Spring Street - MHC #181), and Rev. Ebenezer Alden House (2021 Ocean Street - MHC #100.) There are many examples of the simple Greek Revival dwellings in two stories. Examples of this type include the Marshall Bates House (88 Highland Street - MHC #53), Henry Tilden House (142 Old Main Street - MHC #109), and Charles L. Tilden House (535 Pleasant Street - MHC #149.) There are much fewer examples of Italianate style design. The ornate Italianate villas do not exist here and most examples of this style are simple cottages with limited detailing such as decorative brackets or door hoods, like the Oscar Stevens House (17 Old Plain Street - MHC #132.) The only other style from this period identified in the survey is the Victorian Gothic, of which there are two examples: the Randall/Seavy House (105 Acorn Street - MHC #2) and the Joyce House (87 Highland Street - MHC #52.) These examples are very simple one and one half story dwellings with multiple gables but little in the way of decorative detailing which is often found on buildings of this style.

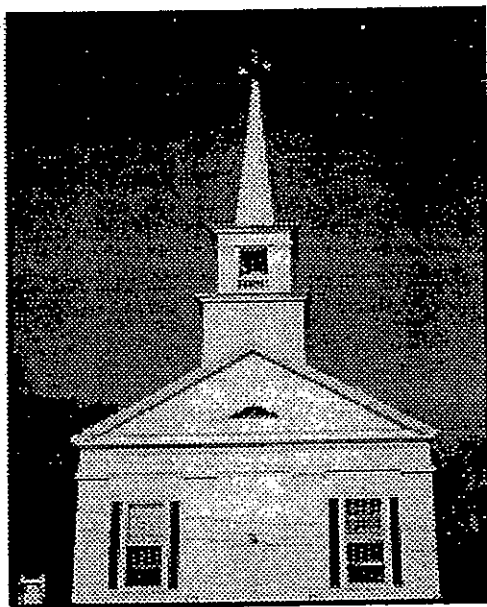
**Institutional:** Institutional buildings of the period were almost exclusively designed in the Greek Revival style. In addition to the North Baptist Church and Second Trinitarian Church (mentioned above), the First Congregational Church (1994 Ocean Street - MHC #98) remains. The First Congregational Church and North Baptist Church exhibit typical Greek Revival features, including wide panelled pilasters, pedimented gable, pedimented window heads, and cornices with heavy friezes. The Second Trinitarian Church combines elements of the Gothic Revival style (pointed arch openings) with those of the Greek Revival style (wide panelled pilasters.) Only one schoolhouse from the period has been identified, the Old Winslow School

(Careswell Street - MHC #25.) This simple Greek Revival structure has wide cornerboards, double entries with simple entablatures and deep returns on its gabled front. Other surviving institutional buildings from this period which have not been inventoried include the Congregational Church Hall (Ocean Street.)

Commercial: Few commercial buildings survive from this period. One notable survivor is the Daniel Webster Law office (Webster Street - MHC #224; NR, NHL 1974), a simple vernacular structure. The former Hall & Weatherbee Livery Stable stands in Marshfield Hills (161 Prospect Street - #168.) This was originally associated with the Hall & Weatherbee Store (mentioned above) and was later converted to a residence with Greek Revival detailing.

### ***LATE INDUSTRIAL PERIOD (1870 - 1915)***

The most significant event in transportation during this period was the opening of the coastal railway line between Scituate and Duxbury by the Duxbury & Cohasset Railroad in 1871. The rails crossed the North River and ran along marshland to Sea View and Marshfield Village and Green Harbor. Not only was this important to the development of industry but it had a significant effect on the expansion of the summer tourist industry in the coastal villages. The expansion of summer tourism was also facilitated by the extension of Ocean Street to Blackmans Point in 1890.



*First Congregational Church - 1994 Ocean Street*

There was little change in population during this period. The number of year-round residents rose from 1,659 in 1870 to 1,725 in 1915. The foreign-born population increased from 84 in 1885 to 232 in 1915.

Beginning about 1909, Italian immigrants were hired to work as farmhands in Marshfield Hills. A small Italian community developed along a stretch of Pleasant Street. In the early 1900s a group of people from the Cape Verde Islands off the west coast of Africa arrived in Marshfield. Upon their arrival in Marshfield, they worked at Lincoln Hall's cranberry bogs near Webster Street. In 1892 eight Methodist ministers came to Center Marshfield in search of a quiet place to bring their families for the summer. In 1895 they formed the Sea Rivers Association and divided among them three farms they had purchased. The Christian Science Church began holding meetings in Marshfield Hills in 1906. The Unitarian Society built Grace Chapel in Green Harbor in 1882 (no longer extant.)

### *Settlement Pattern*

With the coming of the Duxbury & Cohasset Railroad, development of summer settlements along the coast rapidly occurred. In Brant Rock and Ocean Bluff many summer homes and hotels were constructed. Only one of these early hotels remains (Fairview Inn - 133 Ocean Street - MHC #84.) In 1895 the first church in the village of Brant Rock was constructed (Union Chapel - Ocean Street - MHC #225.) As late as 1879 much of Ocean Bluff remained undeveloped but in the 1880s and 1890s development progressed steadily. The Great November Storm of 1898 left only 50 of the 300 cottages in Ocean Bluff. The community quickly rebounded and by 1900 it was a bustling summer resort. Commercial devel-

opment focussed along a stretch of Ocean Street at the center of Brant Rock. By the turn of the century, summer cottages lined Ocean Street from Brant Rock village northward to about Beach Avenue. A grid street pattern had been laid out by developer Bradley S. Bryant whose house remains on Bradley Street (Bradley S. Bryant House - MHC #23.)

Other popular summer communities were Sea View and Rexhame. With the decline of shipbuilding the character of Sea View rapidly changed. It became a popular summer community and then a year-round residential village.

About 1875 Sarah Thomas Ames laid out part of Rexhame in seashore lots and built the first cottage on Rexhame Terrace.

Green Harbor experienced a great growth at the end of the 19th century as the result of the railroad and construction of a dyke across the Green Harbor River. Construction of the dyke (1872) provided farmers along the river valley with salt-free water, creating a richer farming area. A railroad depot was located in Green Harbor on the north side of Careswell Street near the Duxbury border making the village very accessible. Summer houses were erected along the waterfront and in the village, changing the rural character of the area. By 1900 there were 86 houses and three hotels in Green Harbor village. None of the earliest hotels are extant. One of the few old hotels remaining, The Albert inn (13 Beach Street - MHC #18) was built in 1903. There was a small cluster of commercial buildings around the intersection of Marginal Street and Landing Road. Little evidence of this survives except the Green Harbor Store (Marginal Street - MHC #74.)

Marshfield Hills remained predominantly a farming village into the early 1900s. At the center of the village, the area bounded by Pleasant Street, Prospect Street and Beare's Brook remained open grazing land into the early 20th century.

By the turn of the century, the intersection of Main and Plain Streets in Marshfield Village emerged as the commercial focus for the town. The Marshfield Company Store (52 Main Street - MHC #66) was the focus of activity. There was also a small store on the opposite side of the street (no longer extant), a livery stable at the corner of Main & South River Streets (no longer extant), a blacksmith shop at 29 Main Street (not inventoried), and Flavell's Hotel (58 Main Street - MHC #67.) Just north of this enclave was the Marshfield Fairgrounds (Area E.) The present exhibition hall was built in 1898 and the grandstands in 1900. The municipal and institutional focus of the town also emerged at Marshfield Village during this period. The Ventress Building (76 South River Street - MHC #172) was erected in 1895 as the town hall and library. It was also used as the high school and jail.

### *The Economy*

There was little new industrial development during this period. The advent of shoemaking machinery and improved transportation from the railroad resulted in the centralization of shoemaking in Abington and Rockland resulting in a gradual decline of Marshfield's shoe industry. A few of the shoe shops remained in business into the late 19th century, like the shop Albert Bates ran at 88 Highland Street (Marshall Bates House - MHC #53) where he employed 15 to 25 men. After 1890 there was also a slow decline in box manufacturing.

Cranberry and strawberry growing developed as small but significant businesses, facilitated by the railroad for transportation and marsh drainage canals. Cranberry growing occurred primarily in the southern part of town. In 1903 Charles H. Rand established bogs in Marshfield Village. The Marshfield Cranberry Company was founded in 1913 in Marshfield Village. In Green Harbor, Walton Hall established cranberry bogs west and north of the Winslow Burying Ground (currently the Green Harbor Golf Course) around 1890. (He owned the former Daniel Webster Estate.) In the early part of the 20th century, strawberry fields abounded in Marshfield Hills and many residents were involved in the business. Fields stretched behind the houses on Old Main Street, and between Prospect and Bow Streets. In North Marshfield, the Ewell and Oakman families also raised strawberries in fields along Highland and Union Streets.

Lewis House (1015 South River Street - MHC #175.) There is a unique half-timbered Tudor Revival style house (Wales Rogers House - 504 Pleasant Street - MHC #146.)

**Institutional:** There are a number of fine institutional buildings surviving this period which represent a variety of architectural styles. In addition to the Ventress Building and Union Chapel (mentioned above) there is the Clift Rodgers Library (Old Main Street - MHC #105) and Celia Magoun Chapel (974 Plain Street - MHC #144), a simple gable-front vernacular structure. The Ventress Building was designed in the Queen Anne style with limited high-style ornamentation. Union Chapel combines elements of Queen Anne and Richardson Romanesque styles and is one of only a few historic masonry buildings in town. Designed in the Classical style, the Clift Rodgers Library (now the North Community Church parish hall) is the most highly articulated building of the period, with dentils, bracketed window hoods, and heavy moldings. There are two vernacular fire stations from this period, one on Old Main Street (MHC #111) and another on Massasoit Street (MHC #76.)

**Commercial:** In addition to the commercial buildings mentioned above (Fairview Inn, Green Harbor Store, Marshfield Company Store, and Albert Inn), two small stores in Marshfield Hills survive from this period, the Greek Revival style Charles L. Tilden Store (Pleasant Street - MHC #145 - now the Clift Rodgers Library) and the vernacular Bo's Store (185 Old Main Street - MHC #119.) Both are simple one and one-half story gable-front structures. The Marshfield Company Store, designed in the Second Empire style, is the only one of these commercial buildings that has a significant amount of high-style detailing. The rest are simple vernacular structures that incorporate elements from styles popular at the time they were built (primarily Queen Anne and Colonial Revival.)

## ***EARLY MODERN PERIOD (1915 - 1940)***

A number of the primary roads were improved during this period as regional highways. These include Route 3A (Main and Moraine Streets), running north/south (1933), and Route 139 (Plain and Ocean Streets, Dyke Road, Careswell Street), running east/west. The improved road system provided greater access to Boston and surrounding communities. Construction of the Southeast Expressway in the 1960s resulted in further expansion of residential development and ultimately Marshfield was transformed to a suburban commuter town.

The population dropped off somewhat between 1915 and 1920 but increased again by 1925. Growth was then steady until 1940 when the town's population reached 2,419. Following World War II the number of Marshfield residents steadily grew to 19,450 in 1975.

Catholic missions were established in Green Harbor (Our Lady of the Assumption - 1919 - building no longer extant) and Brant Rock (1920s.) A Christian Science Church was built in Marshfield Hills in 1929 (not inventoried.)

In the early part of this period, the summer communities continued to grow. Joseph Spang, who arrived in Marshfield in 1915, had a significant effect on the development of the summer community in Rexhame. He purchased all the land on the southeast shoulder of Rexhame Hill and constructed an entertainment complex on the ocean, known as Fieldston-on-the-Atlantic (burned in 1978.)

The construction of summer homes continued in Sea View as well. As late as 1903, only a few houses had been constructed on Ferry Hill in Sea View but by 1930 it was almost entirely developed with summer homes.

In Ocean Bluff and Brant Rock, development of summer residences also continued. In 1918, H.S. Kelsey began developing the number streets (1st - 13th Roads) in Fieldston and Ocean Bluff, an area known as Webster Park. In 1941 a devastating fire tore through Ocean Bluff destroying over 500 buildings. Between 1941 and 1946 new streets were laid out and the area rezoned into three residential districts. Currently, the population of the area is primarily year round. Green Harbor became more of a year-round community as well. The trend toward construction of year-round residences began in the 1920s with the construction of a cluster of houses at the old Fletcher/ Webster property on Canal Street. In the mid-20th century, additional roads were laid out throughout Marshfield and residential development expanded, particularly after the new Route 3 (Expressway) was built in 1965.

A 388 acre parcel of land in the heart of the Green Harbor River Valley (east and south of Winslow Cemetery Road) was turned over to the Massachusetts Audubon Society in 1984 and is currently known as the Daniel Webster Wildlife Sanctuary. In 1929 residential zoning in the town resulted in the creation of residential districts. New development was minimal between 1930 and the 1950s. In the 1960s residential development was undertaken throughout the town, less vigorously in Two Mile and North Marshfield than in other locations. Apartment construction was undertaken along Route 139 from the Pembroke line to Fieldston.

Little new industrial activity occurred during this period except the opening of several sand and gravel companies which operated in Center Marshfield in the mid-20th century, beginning with the Marshfield Sand and Gravel Company on Clay Pit Road (established 1942.) The cranberry business continued to prosper during this period. Benjamin W. Ellis established cranberry bogs around 1938 in the area bordered by Ocean, Cross and Old Ocean Streets (Old Mount Skirgo Cranberry Corporation.) Several small waterpowered saw and woodworking mills remained in operation. The Deacon Joel Hatch Mill remained in use until 1965 when it was acquired by the Marshfield Historical Society.

<sup>1</sup> This document contains the following analysis papers: Land Use Inventory and Analysis Report, Circulation Element, Capital Facilities Overview, Economic Development Element, Open Space and Recreation Element, Housing Analysis, the Historic/Cultural Review and Findings from the Community Survey.